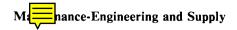
DEPARTMENT OF THE AIR FORCE

Headquarters Air Force Logistics Command Wright-Patterson Air Force Base OH 45433-5001



17 September 1986

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REMOVAL OF PARTS FROM AIRCRAFT ARRIVING OR IN STORAGE AT THE AEROSPACE MAINTENANCE AND REGENERATION CENTER

This regulation establishes policies and procedures for the removal of parts from Air Force aircraft arriving or stored at the Aerospace Maintenance and Regeneration Center (AMARC). Included are assets removed and stored in support of these aircraft. It is not applicable to disposition of parts removed from aircraft of other military services of the Department of Defense (DoD) or agencies of other federal departments unless directed by the owning service/agency.

This regulation does not apply to US Air Force Reserve or Air National Guard units or members.

	Paragraph	Page
Policy	1	1
Removal vs Reclamation	2	2
Aircraft Storage Status Coding	3	2
Removals During In-Processing		2
Priority Removals from Aircraft in Storage (Except Inviolate (Status)		3
Priority Removals from Aircraft in Inviolate Status	6	3
Preparation and Revision of Mini Save Lists	7	3
AMARC Use of Mini Save Lists	8	4
Reporting and Processing of Storage Account Assets	8	4
Stored Aircraft Assets Report	10	5
Recording Removal Requirement	11	5
Preparation of Shipping Documents	12	6

Attachment

1	AMARC Status Codes
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1. Policy:

a. Selected items, based on the criteria and authority contained here, will be removed or reclaimed from aircraft arriving or stored at AMARC (except for inviolate status) to satisfy requirements up to the Approved Force Acquisition Objective (AFAO) or some lesser level as prescribed herein. This policy is established with due consideration of the relatively low rate of return of these aircraft to active use and the need to use selected items for logistics support rather than allow them to remain on the aircraft during periods of extended storage or in the case of excess aircraft, until they can be

scheduled and routinely reclaimed.

- b. Major airframe structural parts (wing panels, fuselage sections, and similar items), the removal of which would render the basic aircraft unflyable, and insurance type items are not normally considered for removal. Removal of major airframe and insurance type items are considered only when the item cannot be obtained from reclamation insurance type (RIT) aircraft or other aircraft released for reclamation (AFLCR 65-31) and the inventory management specialist (IMS) has a high priority immediate requirement (not for stock purposes) which cannot be supplied from any other source. Removal of this type item must be according to priority reclamation procedures outlined in paragraph 5 and under criteria set forth in AFLCR 65-31.
- c. Items which will immobilize the aircraft, thus creating movement problems at AMARC (struts, wheels, and similar items) will be considered only when condemned items suitable for AMARC use can be provided to AMARC so that the aircraft can be maintained in a mobile condition. It will be the responsibility of the IMS, with assistance from the system program manager (SPM), if necessary, to arrange for shipment of the

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page for summary of changes.)

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replacement to AMARC. AMARC will not remove the required items until the replacements are received unless the urgency of need justifies such action and approval of the SPM has been obtained.

- d. Items which are a component of a nationally stock numbered (NSN) higher assembly will not be considered for removal from aircraft arriving or in storage at AMARC. Only items for which the next higher assemblies aren't NSN items are considered for removal.
- e. Before requesting removal from arriving or storage aircraft, the IMS must ensure that requirements cannot be satisfied from aircraft already released for reclamation or in RIT status. Nevertheless, upon receipt of authority to remove items from storage aircraft, AMARC must attempt to satisfy the requirement to the extent possible from aircraft released for reclamation, in RIT status, or transferred to the Defense Reutilization and Marketing Office (DRMO), in that sequence.
- f. Replacement items are not returned to AMARC for any aircraft in storage unless directed by the storage status code or by the SPM at the time removal is authorized.
- g. No additive requirements are included in the AFAO except when directed or approved by HQ USAF for aircraft in inviolate storage (see paragraph 6b). Additive requirements may be included in the retention program as currently being done automatically in the investment item (D041) requirements computation.

2. Removal Versus Reclamation:

- **a.** The term "removal" applies to items obtained from nonexcess aircraft.
- b. The term "reclamation" applies to items obtained from aircraft arriving or in storage at AMARC, when the aircraft have been declared excess. These aircraft are identified by an STX storage status code or an RS Reclamation Project Number (see attachment 1).

3. Aircraft Storage Status Coding:

- **a.** Aircraft storage status codes and explanations are in attachment 1.
- b. The AFLC Logistics Operations Center (LOC)/TGWA-3 provides storage status codes by aircraft to AMARC and the SPM, and also advises of changes in this storage status as it occurs. If an aircraft arrives at AMARC without an assigned storage status code, AMARC must contact LOC/TGWA-3 to obtain one.
- c. An advanced save list for planning may be prepared for aircraft received as excess or changed to this status while in storage at AMARC. The advance save list will be identified by a project number consisting of an "A" followed by a two digit serial number, and is for AMARC use in projecting and scheduling future workloads only. Advance save list quantities will not be considered in air logistics center (ALC) requirements computations or due-in records.

d. When HQ USAF authorizes reclamation of excess aircraft, LOC/TGWA-3 will provide the reclamation project number to AMARC, HQ AFLC/MMLII, the SPM and all reclamation project control officers (RPCOs). Save list and reclamation actions are initiated as prescribed in AFLCR 65-31, and the aircraft is picked up in the next monthly AMARC Aircraft and Missile Activity and Status Report (RCS: LOG-MM(M)7148) under the assigned reclamation project number.

4. Removals During In-processing:

- a. The following items must be removed:
- (1) Classified items, if in the judgement of the AMARC Commander, protection cannot be afforded the item by security police or the item can be readily removed without specialized equipment within timeframes unacceptable to the security police.
 - (2) Survival kits that contain drugs or explosives.
- (3) Weapons that require specialized secured storage under existing regulations.
 - (4) Items subject to deterioration or pilferage.
 - (5) Other items as directed by the SPM.

NOTE: Items removed by AMARC from incoming aircraft for safety or security reasons and items subject to deterioration or pilferage are placed in the storage account. (Items on mini save lists are not stored in the storage account, but are shipped as designated.)

- **b.** Other selected items as follows may be removed from all aircraft except when the aircraft are destined for inviolate storage:
- (1) aircraft engines for which there is a shortage of complete engines in the current or budget year and low time engines which can offset a repair requirement in the current or budget year. Approval of HQ AFLC/MMMA is required. (Removal of engines will not be requested for purposes of reclaiming the engines to obtain component parts.)
- (2) All items with a unit cost of \$500 or more in the following federal supply groups (FSGs) or any item in a critical stock position for which there is a current or budget year buy or repair requirement. These items are identified as mini save list items and do not require any approval: FSGs 10, 12, 14, 58, 61, 66, and 67. In addition, HQ AFLC may from time to time direct that specific types of items be added to the mini save list.
- c. Items designated for removal in paragraph b(2) above will not be removed by AMARC if any of the following conditions would result:
 - (1) Immobilization of the aircraft.
- (2) Render it impossible to perform required processing in or subsequent represervation.
- (3) Degrade the aircraft to such an extent that would not be practical to return it to flyable condition.

The AFLC Form 284, Reclamation Requisition, with the reasons annotated is returned to the initiator through the applicable RPCO and SPM.

- d. Items will not be removed from aircraft when the cost of removal, processing, accountability, and reporting exceeds the item cost unless directed by technical order or regulations to be removed as a safeguard to the basic aircraft. Such items would include, but not be limited to, explosives, chemicals, and batteries.
- e. Items shipped to follow aircraft when directed by LOC/TGWA-3 or AF Regulation 66-12, Aircraft and Missile Equipment Accountability, may be stored with the aircraft or warehoused and accounted for by individual serial numbered aircraft in stock record account number (SRAN) FB2373.

5. Priority Removals from aircraft in storage (Except Inviolate Status):

- a. Authorization to approve priority removal of items installed on storage aircraft or in the storage account at AMARC (except inviolate storage, paragraph 6) has been delegated to the aircraft SPM at the ALC. Request for priority removal of components from nonexcess storage aircraft of the storage account at AMARC will be submitted from the IMS to the appropriate SPM.
- b. Any item in a critical stock position can be removed on a case-by-case basis when complete justification is provided, approval of the appropriate SPM is obtained, and it has been determined that the removal will not degrade the aircraft beyond limitations indicated in paragraph 4c. These removals will hereafter be referred to as priority removals and will not be requested on a routine basis. All other logistics support actions must be taken before resorting to removal of the item from AMARC storage aircraft.
- c. The quantity of a priority removal to be requested from AMARC will not exceed that required to satisfy the current year buy and repair requirement. When removing engines from aircraft already in storage only low-time engines will be removed to satisfy current year buy (R1) or current year repair requirements for complete engines. Do not request engines from already stored aircraft to offset budget year requirements.
- d. Requests for priority removals from nonexcess storage aircraft at AMARC are submitted by the IMS to the appropriate SPM. Requests are in the same format and should include all data required for submission of a priority reclamation request (see AFLCR 65-31). Include in the remarks block of the priority removal request the justification for removal to include a narrative explanation of why the action is necessary and the reasons that other logistics actions have not been successful and that the normal system assets will not satisfy requirements. Signature level approval is required according to AFLCR 57-19.
- e. The SPM evaluates the IMS's request considering the impact of removal and any existing or projected withdrawal projects. If the SPM and IMS cannot reach a mutual agreement concerning the removal of the

- items, the SPM must forward copies of all IMS communications and the SPM's evaluation and reasons for denial to the applicable systems control officer (SCO) within AFLC LOC for resolution.
- (1) When approved, the SPM must forward the request, indicating approval, to AMARC/DSER with information copy to the applicable SCO.
- (2) When directed by the SPM, requirements for replacement of assets removed from storage aircraft, are input to the appropriate requirements computation system as an additive requirement.
- f. AMARC must take all practical actions to concentrate priority removal from the least number of aircraft by issuing priority removal notices against aircraft that have had previous removals, thus maintaining the greatest number possible in as complete configuration as possible.

6. Priority Removals from Aircraft in Inviolate Storage:

- a. Items can be removed from aircraft in inviolate storage only with the approval of HQ USAF/LEYY. Requests for removal of items from these aircraft must be submitted by the IMS to the SPM as prescribed in paragraph 5.
- b. The SPM evaluates the request and forwards it and the evaluation to the applicable Systems Control Officer (SCO) within AFLC LOC. As selected model, designation and series (MDS) aircraft are to be maintained in a complete configuration, the requests must indicate what action is recommended to provide replacements for the items removed. If replacement with condemned items is recommended, complete justification must be provided. Replacements are not required on other inviolate aircraft unless otherwise notified (reference paragraph, 1f). In addition, the IMS must in all cases include a recommendation of whether or not a quantity equal to the quantity to be removed should be included as an additive requirement in the AFAO of the appropriate requirements computation. The SCO must forward the request to HQ USAF/LEYY for a final decision. Upon receipt of the HQ USAF/LEYY decision, it will be returned through the same channels to the SPM.
- c. If approved, the SPM forwards the priority removal request to AMARC and informs the IMS of the action. If disapproved, the SPM must so advise the IMS.
- **d.** AMARC concentrates the removals to the minimum number of aircraft as prescribed in paragraph 5f.

7. Preparation and Revision of Mini Save Lists:

a. Upon notification of aircraft scheduled for transfer to AMARC, HQ AFLC, Interservice/Disposal Branch (MMLII) must request that the ALCs prepare or revise AFLC Forms 284 mini save list items. AFLC Forms 284 will be prepared for each project number assigned.

- (1) Project numbers are assigned in the 900 series by model and design of aircraft identified in the programming document to be phased out of the active inventory during the next 12 months. Project numbers remain in effect until the applicable aircraft are no longer identified for mini save list removals.
- (2) The AFLC Forms 284 must arrive at AMARC 30 days prior to the beginning of the applicable 12-month period. After the initial AFLC Forms 284 for a particular type aircraft on a project are processed by AMARC, revised forms for the same items are completed only to the extent necessary to identify changes. The quantity in block 4g is the new quantity required (not a plus or minus).
- **b.** AFLC Forms 284 are prepared according to AFLCR 65-31, chapter 2, in the same manner as for programmed reclamation except that:
- (1) The quantity required block (4g) must be as prescribed in paragraph 4b(2).
- (2) The remarks block must contain a breakdown of the requirements as follows: R1-_____ (enter current year buy), R2-_____ (enter current year repair), R3B-_____ (enter budget year buy), and R3R-____ (enter budget year repair), the asset cut-off date of the position used in the computation which was the basis for the requirement (that is, ACOD _____) and any Due In (JO41) quantity from AMARC; and the reparable requirements portion (RRP).
- c. The appropriate ALC RPCO upon receipt of the HQ AFLC direction to prepare mini save list AFLC Forms 284, must advise the engine manager (EM) through the IM reclamation requirements control officer (IMRRCO) at either Oklahoma City ALC or San Antonio ALC to determine their requirements according to the criteria contained in paragraph 4b(1). If the EM requires removal of the engines, justification must be provided to HQ AFLC/MMMA with an information copy to the appropriate SPM and AMARC/DSER. HQ AFLC/MMMA advises the EM ALC with information to the SPM and AMARC/DSER whether the removal is approved. If approved, and AFLC Form 284 prepared as prescribed above is dispatched to AMARC/DSER by the EM through the RPCO.
- d. AMARC will not provide reclamation status reports to the ALCs as is the case for programmed reclamation projects. These removals are recorded in the reclaimed items files and maintained according to AFLCR 65-16, Excess Aircraft Accounting, Processing, and Reporting at AMARC.
- 8. AMARC Use of Mini Save Lists: All mini save list items may be removed from all incoming aircraft to the extent that the requirements cannot be satisfied from reclamation aircraft in work, those excess aircraft not yet placed into programmed reclamation work (including RIT), and those reclaimed aircraft for which the save list did not contain all mini save list items. Extreme care

- must be exercised to ensure required items are removed from all available reclamation aircraft, and requested from DRMO aircraft prior to removing items from incoming aircraft.
- a. If all reclamation aircraft are not considered first, items common to more than one type aircraft are removed from incoming aircraft when sufficient assets may be available from other types of aircraft in reclamation status.
- **b.** Unserviceable stock fund items that are nonreportable under the Materials Return Program (MRP) are processed to disposal.
- c. All other items not obligated to withdrawal projects are reported quarterly to the appropriate DOD inventory control point integrated material manager (ICP/IMM) as prescribed in paragraph 9.
- d. Items required by the ICP/IMM are shipped as directed.
- e. Items not required by the ICP/IMM are retained in the storage account until one of the following occurs:
- (1) The specific aircraft is withdrawn from storage (the assets are issued back to the aircraft or if not required on the aircraft, they are transferred to disposal.
- (2) Aircraft are assigned to a reclamation project and the ICP/IMM has indicated on the LOG-MM(Q)7210 report that the asset is "not required" (NR).
- (3) The item is condemned based on prescribed inspection criteria or coded disposal in the federal catalog system.
- (4) An approved priority removal request is received.
- (5) A shortage of appropriate storage space necessitates other action. Disposal of reparable items and those for which the condition cannot be determined (code R) which are not required by the ICP/IMM is permissible.

9. Reporting and Processing of Storage Account Assets:

- a. The report prescribed in paragraph 8c is computer prepared (quarterly, by calendar quarter), and is assigned Reports Control Symbol LOG-MM(Q)7210, Request for Disposition Instructions for Assets Removed from Incoming Aircraft. The report must be in routing identifier code (RIC) sequence, manager designator code (MDC) sequence within RIC, NSN sequence within MDC, and page break by MDC. If the MDC is unknown, print only one item per page. The original and two copies of each page applicable to each AFLC RIC must be furnished to the ALC RPCO by the 15th calendar day following the as of date. This report must include all assets on hand except those held for inviolate aircraft or existing withdrawal projects and must contain:
- (1) Stock number (NSN, ND, or K) or part number when no NSN is assigned. On part numbered items, include the federal supply code for manufacturer (FSCM), applicable aircraft, and technical order

reference when available.

- (2) Brief nomenclature (up to 19 positions).
- (3) Quantity available.
- (4) Military standards transaction reporting and accounting procedures (MISTRAP) supply condition code.
- (5) Expendability, reparability, recoverability, category (ERRC) code.
 - (6) Unit cost.
 - (7) Extended cost.
 - b. Upon Receipt at the ALC:
- (1) The RPCO retains one copy and forwards the remaining two copies to the IM RRCO.
- (2) The IM RRCO retains one copy and fowards the remaining copy to the appropriate IMS.
- (3) The IMS determines whether or not the assets are required based upon current AF retention policy. The IM annotates the listing as follows:
- (a) Provide or correct the MDC for each item whether or not the item is required.
- (b) Advise whether or not the item is required (R or NR). A brief explanation is required for NR and is applicable to an active USAF weapon system, obtain signature level approval according to AFLCR 57-19.
- (c) Provide inspection criteria if an item in condition code R is required but acceptable only in condition code A. Advise what disposition of the item should be made if AMARC cannot determine the condition or if the item is condition coded other than "A".
- (d) Provide the DOD Activity Address Account Code (6 position) to which the required items are to be shipped.
- (4) The IMS returns the annotated copy through the IM RRCO to the RPCO.
- (5) The RPCO consolidates all IM copies and returns them to AMARC/DSES within 15 workdays from date of receipt from AMARC.
- 10. Stored Aircraft Assets Report. A report must be prepared quarterly as of 15 March, 15 June, and 15 September, 15 December by summarizing the turn-ins to supply and disposals of assets from the storage account record at AMARC, and requested removals which were not satisfied. The report must contain for the period covered:
- **a.** Stock number (NSN, ND, K) or part number (P/N) when no NSN is assigned
- (NOTE: Part numbered items should include the FSCM, applicable aircraft, and technical order reference when available.)
- **b.** Basis for action (coded on the report). The following entries are expressed in units:
- (1) Transfers to the DRMO during the report period.
- (2) Shipments of items requested by the IM as a result of the LOG MM(Q)7210 report.

- (3) Items removed to satisfy priority removal request Category A (priority 01-08) from inviolate aircraft and turned in to supply for shipments.
- (4) Priority requests, Category A, from inviolate aircraft which could not be satisfied.
- (5) Items removed to satisfy priority removal requests Category B, (priority 09-15), from inviolate aircraft and turned in to supply for shipment.
- (6) Priority requests, Category B, from inviolate aircraft which could not be satisfied.
- (7) Items removed to satisfy priority removal requests, Category A, from all other storage aircraft and turned in to supply for shipment.
- (8) Priority removal requests, Category A, which could not be satisfied from all other storage aircraft.
- (9) Items removed to satisfy priority removal, Category B, from all other storage aircraft and turned in to supply for shipment.
- (10) Priority requests, Category B, which could not be satisfied from all other storage aircraft.
 - (11) Shipments to satisfy mini save list requests.
- (12) Mini save list requests which could not be satisfied.
- (13) Items removed to satisfy priority removal requests, Category A, from all other than storage aircraft and turned in to supply for shipment.
- (14) Priority removal requests, Category A, which could not be satisfied from all other than storage aircraft.
- (15) Items removed to satisfy priority removal, Category B, from all other than storage aircraft and turned in to supply for shipment.
- (16) Priority requests, Category B, which could not be satisfied from all other than storage aircraft.
- c. Show single quantity for (1), (4), (6), (8), (10), (12), (14), and (16) above. Except for (1) the quantities reflected must be an accumulation of condemned/not found data recorded by individual storage aircraft.
- **d.** Show quantity by condition and total for (2), (3), (5), (7), (9), (11), (13), and (15) above.
- e. The report must be in RIC sequence, MDC sequence within RIC, and NSN sequence within MDC. Page break by MDC. If MDC is unknown, print only one item per page.
- f. On a separate page at end of each RIC section, show each action code, number of NSNs listing each code (line entry count) and summary of the extended values for those entries for each action code. Following the last applicable action code, enter two total lines. The first must be a summary of line entry counts and extended values for action codes (4), (6), (8), (10), (12), (14), and (16) (summary of all requirements which were not satisfied).
- g. RCS LOG MM(Q)8601 applies. Three copies of all sheets with the same RIC must be provided to the RPCO of that activity by the 15th calendar day following the as of date. The RPCO shreds out one copy to

the IM RRCO and one copy to each appropriate IMS.

11. Recording Removal Requirement. Items listed on AFLC Forms 284 which form the basis for the mini save list are not posted to the AFLC Form 318, Item Contracting History Record, nor input to the acquisition and due-in system (J041). The stored aircraft assets report (see paragraph 10) is used to post increases in assets to the AFLC Forms 318 as prescribed in AFLCR 67-13.

12. Preparation of Shipping Documents. All shipping

documents prepared by AMARC covering items removed according to the procedures prescribed here must contain "D6LS" in block S of the DD Form 1348-1, DOD Single Line Item Release/Receipt Document. Pseudo project code RSS OOO and DIA item OOO are used. No project numbers in the 900 series will appear on these shipping documents. The above also applies to shipping documents prepared for items shipped out of the storage account or as a result of reporting to and advice from the IM (reference paragraph 9).

OFFICIAL

EARL T. O'LOUGHLIN, General USAF Commander

ABBIE G. CAYWOOD, Lt Colonel, USAF Director of Administration

SUMMARY OF CHANGES

This revision revises procedures for removal of parts from aircraft arriving or in storage at AMARC; establishes the mini save list and lowers the unit cost for automatic removals; updates organizational references and channels for approval of removals; deletes restrictions on removals from B-52 aircraft and references to DRMO screening that are no longer appropriate; and changes the frequency and control symbols of recurring reports.

AMARC STATUS CODES

	Air			Coast Guard
	Force	Navy	Army	
Aircraft Storage:				
Hold, Inviolate Storage	STS	NCS ¹		
High Probability of Withdrawal	STV	NCV^{1}		
Low Probability of Withdrawal	STW			
Hold for FMS Requirements	STT	NCT ¹		
Excess - Awaiting Disposition	STX	NSX ¹	ASX	CSX
Museum Aircraft	AFM	NAM		
Reclamation Projects:				
Aircraft	RS-2	NRP	ARP	CRP
Engine	RSE			
CEM	RAD			
Missile	RSM			
Aircraft on Invitation for Bid (DRMO account)	IFB	IFB	IFB	IFB
Preparing for FMS	MSS	NWS	AWS	
Reclamation Insurance Type	RIT	RIT	RIT	RIT
Assigned to AMARC for Other Government Agency or Special Project	LOG			

¹Second Alpha of Navy storage code indicates: C for Contingency or S for Stricken.

Third position of AF reclamation code indicates aircraft type (i.e., B for Bomber, F for Fighter, C for Cargo, etc.).

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AIG 9427//MSIPD/IMPD//

ZEN 2750MSSQ WRIGHT PATTERSON AFB OH//MSIPD//

UNCLAS

SUBJ: INTERIM MESSAGE CHANGE 92-1 TO AFLCR 65-9, 17 SEP 1986

- 1. EFFECTIVE 1 JUL 92 AFLCR 65-9 BECOMES AFMCR 65-9. ALL REFERENCES
 TO AFLC BECOME AFMC EFFECTIVE 1 JUL 92.
- 2. IN ADDITION, THE FOLLOWING AFLC FORMS WILL BECOME AFMC FORMS ON THE ABOVE DATE. THE FORMS ARE:

AFLC FORM 284 BECOMES AFMC FORM 110

AFLC FORM 285 BECOMES AFMC FORM 111

AFLC FORM 318 BECOMES AFMC FORM 124

PLEASE ANNOTATE THESE CHANGES IN PARAGRAPH 1 AND 2 ACCORDINGLY.

3. QUESTIONS MAY BE DIRECTED TO ROD FINK, HQ AFLC/LGSI-2, DSN 787-6681.

FINK,R.,LGSI-2,76681 IMC9.WPF

SIGNED

COORDINATION

UNCLASSIFIED

Frank P. Carchedi
Chief, Item Management Div
DCS/Logistics